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The Daily Oregonian.

HARRY L. PITTOCK, Proprietor.

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The Daily Oregonian.

OFFICIAL PAPER OF THE STATE

WEDNESDAY MORNING, NOV 29, 1865

The Northern Route

On repeated occasions we have spoken of the great advantages and practicability of the Northern Pacific Railroad route. The New York *Tribune* has just taken pains in remarking upon the interest of England in this subject. The United States says:

Our Pacific Railroad is receiving unusual attention from England. It is the purpose of the British government to open a route to the Pacific Ocean. They must see that their Atlantic Great Western road is as much as it will become far more valuable when its freight trains are burthened with teas of China and the spices of the ocean land mail. England has long desired a road to the Pacific, and her engineers have time and again endeavored to find a way through British America. The favorite scheme has been to continue the Grand Trunk Railway to Lake Superior, and thence by way of rivers and lakes and branch roads to Puget Sound. The difficulty with this plan lies in the climate, for nine months in the year the route would not be useful. Accordingly, British enterprise will probably be compelled reluctantly to abandon the prospect of a British railroad. If Sir Morton Peto and his friends have much money to spend let them go to work and do for British America, and indeed for the British Empire, what his own engineers have failed to do."

The proper line for the road as the *Tribune* remarks a little further on, is not so far north as the route proposed through British America, but lies through Minnesota, Montana and Idaho. It is suggested that this line have its eastern terminus at an eligible point on the western shore of Lake Superior, and that it follow the route already explored and partially surveyed through the mountain passes to Puget Sound. From Lake Superior to Puget Sound the distance is computed at 1,413 miles. By the central route from Chicago to San Francisco, that line will be 1,733 miles in length. Here is a considerable difference in favor of the northern route. Should the navigable waters of the Columbia be made use of, and the road be built from Lake Superior to a point within easy reach on that river the difference in favor of the Northern route would appear still more considerable.

The observations of science as well as experimental proofs, show that no more snow falls on this northern route than on the one which lies much further to the South. Indeed there would be no more obstruction from snow on this line than is encountered in our Northern States.

By a computation which we have seen, it is made to appear that if this northern road were built, it would be possible to reach the shores of China and Japan in twenty five days from New York. Could this be done, it would effect a wonderful change in commerce, and would produce results of incalculable value for those western shores.

The gold mines of Montana in extent and richness, bid fair to surpass all others known. This fact may have much to do with determining the location of the first railroad to the Pacific. The Columbia river region contains the money to build the road, and the business of that country will soon demand that the great work be done.

The Basis of Representation.

A proposition has lately been made and sustained with much force by many journals at the East, to amend the national Constitution so as to make the voters of the several States the basis of Congressional representation. In support of this measure an argument of great weight is derived from the consideration that as the negroes of the South are now free, that section will have a largely increased representation in Congress, based upon an enumeration which will include the whole colored population; and that as this greatly augmented political power will be in the hands of one class only, much injustice will thereby be done to the people of the North. Putting the statement in its simplest form, citizens of Alabama or South Carolina will have, under the present order of things, two votes, where those of Massachusetts or Oregon will have but one. A little attention to the reports of the last census, will elucidate this matter.

The population of the two States of Alabama and South Carolina in 1860—white and colored—was as follows:

	Whites	Colored	Total
Alabama,	526,271	437,770	964,041
South Carolina	291,388	402 420	703 808
Total	817 659	840 000	1667 809

On the basis of representation for three-fifths of the slaves, Alabama had a representation for 262,662 persons other than her whites; in like manner South Carolina was then represented in Congress for 241,392 blacks. The white population of these two States elected representatives for themselves and for the 500,000 other persons who by the terms of our Constitution were to be counted in the apportionment. Thus they had four representatives in Congress for the class who were held as property. By the abolition of slavery the three fifths rule will no longer have application, and Alabama and South Carolina are to have a representation based on 840,000 colored persons instead of 500 000 as heretofore. The white population will elect representatives both for themselves and the blacks, and the two races being about equal in numbers, 817 819 persons in Alabama and South Carolina will choose as many members of Congress as the whole State of Massachusetts, though the latter has a white population double as great as that of the two former combined.

This is a strong argument in favor of the Amendment above alluded to. Should the Amendment ever be adopted, representation would be fixed on a just basis, and the people of the South relieved of the disgrace of voting in the stead of such degraded creatures as "niggers."

A vein of rock about eight inches wide containing great quantities of gold has been discovered at Owyhee at a distance of about one thousand feet from the celebrated "Poorman" ledge. The rock is richer than any yet found in that district. It is not known how extensive the vein is. The inference is strong that it is not a regular ledge but that it comes from larger lodes and was thrown into its present position by a blow from the mountain.

The *Louisville Democrat* is having an unenviable city of trouble in the matter of keeping the members of its party true to their faith. In hear its constant appeals and solemn warnings one would think the "Democracy" was about to go over to the support of President Johnson and that the *Democrat*, as the pastor of the flock was the only member that had not become too completely demoralized to raise a voice against the general apostasy which is destroying its party.

CONSISTENCY.—The Idaho *Statesman* of a late date says:

In the absence of more interesting matter we indulge our editor in a few lines this morning from Ruby City.

STOCKS AT THE BOTTOM. The sale of gold and stocks made by New York city brokers during the year ending the 10th of June last exceeded $6 000 000 000, yielding a governmental revenue of $3 000 000.

A man named Frank Jones has been committed to jail at the Dalles on a charge of forgery. His bail is fixed at $1 000.

The New York *Herald* says that twenty four States have ratified the amendment abolishing slavery.

The amount of legal tender notes now in circulation is said to be $678,126,126.

SEWARD ON THE PRESIDENT.—On the 9th of October Secretary Seward made a speech to his friends at Auburn, New York. He spoke about an hour, and was followed by that mighty mouthing of his orations, Thurlow Weed. We extract the following in reference to the President—the man and his position:

Some have seemed to be slightly disturbed by popular manifestations of favor to our President. Let me assure those who have such fears that the Union men, as well as the Administration, [Laughter] are fully capable of appreciating the honest confidence of the people, and of whatever party they may be. Andrew Johnson has practiced that fidelity against the violence of enemies to the sacredness of the Union at the hazard of his liberty and even the peril of his life. [Enthusiastic cheering.] The same fidelity is still identified with the success of those plans and of course, is necessary to the achievement of their magnificent ends. [Loud applause.] Why should he now abandon them, policies and destiny honored and fast and supporters, merely because the dawning success of our efforts has compelled further opponents to approve and accept them. Patriotism and loyalty equally however require that fidelity in this case shall be mutual. Be ye faithful therefore, on your part and although the severity I offer is unnecessary and angelic as yet I will guarantee fidelity on his part. Those who hitherto opposed the President, but now profess to support him, either are sincere or they are insincere. [Cheers.] Time must prove which is the fact. If they are sincere, who that has a loyal heart must not welcome their late though not long delayed conversion? If they are insincere, are we either less sagacious or have we less strength now than heretofore to subtract treachery to the national cause? Perhaps you fear the integrity of the administration with a full sense of my accountability, that among all the people whom I have met or with whom I have been associated or concerned, in this country since my own has seemed to meet the more wholly free from personal caprice and selfish ambition than Andrew Johnson. None is to be more purely and exclusively moved in public action by love of country and of gold will to mankind.

The very first blow aimed by the "reconstructed" Democratic leaders is at the widows and orphans of the soldiers who have saved the nation! Hear their wicked purposes as avowed by ex Senator Richardson, at Quincy, Illinois:

"But it is said there is an agreement that the bonds issued shall not be taxed. A solemn covenant that this thing shall not be done. The Constitution of the United States was and is a thing, or must it form the Union a fundamental law, and the one law which is inviolable; yet these people who made this bond contract said no matter. It gave them power to do it, regard that sacred instrument. There is now an overruling necessity that we should tax these bonds. We want the money and must have it. But I deny the power of our Congress, by any assumption it may make, to limit the power of a subsequent Congress in reference to taxation. The only limitation there is upon Congress is the Federal Constitution. A Congress two or four years hence can amend, change or repeal a law passed by any prior Congress, and all limitations we ought to be imposed by the first Congress are no more binding than a last year's almanac. But it is said that we should not tax these bonds because they are in the hands of the widows and orphans of the soldiers. The widows and orphans who hold those bonds are the First Second, Third and Fourth National Banks. I suppose something to this logic. I am a widow and orphan too, for I have a few of these bonds."

The Copperheads are capable of very mean things and this purpose of theirs as avowed by their spokesman, is the sublimation of all that is base, ungrateful and detestable. The people stand between the widows and orphans of our dead defenders and the consciencless ingrates who deliberately propose to plunder and starve them.

MONTANA.—We find the following in the Montana *Post* of the 4th November:

A new gulch, called "One Eye"—in honor of one of the discoverers—has been discovered recently, about 60 miles northwest of Mullellan Gulch somewhere in the vicinity of the Jacko Mission. A gentleman who has just returned from there, says it is a long gulch and from the indications already obtained, promises to be one of the richest gulches in the country.

The body of a man named Ford was found last week, near Canyon Ferry. He had crossed the ferry on his way to Cave Gulch and was intoxicated at the time. His horse was seen a short time afterwards with the saddle and bridle on, whereupon search was made for the rider, who was found on the river bank, with his head in the water, dead.

Those who think the palmy days of Alder Gulch are numbered with the past, are most decidedly mistaken. The amount of gold still taken there from is immense, and, in fact since the gold of claims is enormous. Last Wednesday we were shown the result of one day's run, with five men which was just ninety six ounces. The claim from which this was taken is not far from town.

Large lots of goods arrived during the week, for different parties here. At all hours during the day for the last week, pack trains might have been seen defiling through the streets loaded with goods from the "other side." By far the largest amount of the recently arrived goods, came from the Missouri river where they were scattered at the various intervals last spring, some two or three trains having arrived within a few days.

Those who have consulted our commercial column the last three weeks have observed that flour is stead y advancing in price. Parties cannot lay in their winter supplies too soon. The experience of preceding winters should be profited by. As yet, the quotations are reasonable but there is no telling how high they may reach before spring.

MAXIMILIAN LEGISLATIVE SCARCITY.—A late order of this usurper holds out inducements to "emigrants to introduce other persons, whom he calls laborers, and establishing for them a condition of peonage or serfdom. The New York *Evening Post* of this speaks of this movement:

Under color of a pretended love of liberty this order of Napoleon's agent introduces a system of slavery to Mexico, and in connection with it holds out inducements for the introduction on this continent of great numbers of African Chinese Malays etc. This has long been a favorite project of the French Emperor—but it is not to be tolerated for the welfare of the United States or of the people of North America. We do not want to see the continent overrun by barbarous Africans and Asiatics.

Maximilian is becoming an unbearable nuisance. He will have to be abated in the general interest of the whole continent. Not content with imposing himself upon Mexico by French bayonets not satisfied with bringing an army of European vagabonds and soldiers of fortune to defend him in his usurped seat, he now aims to make Mexico a place of deposit for the rubbish of all nations and races—a gathering place for lawless emigrants and various barbarians. It is high time that our government gave him and his master warning to get out of Mexico.

A California paper says, that the Post Offices at Shoo Fly, Chuck and Sanders' Prairie (Grand Prairie?) will be ordered discontinued. All mail matter intended for the former office will be sent to Grand Mound that intended for the latter to Corbyville. We are unable to say whether the above announcements are correct or not, never having received one or more letters from any other source about the matter.

The *Statesman* is a proposition to "reconstruct" the Union party by excluding the Radicals as a last and final act of faithful members. It is like the captain of a band of rescuing the Emperor by leaving New York to join the rebels. We guess the *Statesman* spoke its idea of a "true union party" from that "inner consciousness" of Brutus Stymus.

The last statement relative to Sterling Price is to the effect that Maximilian has appointed him agent to examine lands in Mexico for colonists. A sphere of operations for the distinguished Missourian has not yet been heard.

The largest gold nugget yet found in the northern country, was picked up not long since in the Blackfoot mines. Its value is about four thousand dollars.

THE MAN WITH THE BOMB.—A correspondent of the Boston *Transcript* writing from Washington, says:

"Hale of the *Advertiser* and myself were among the observers. He was a Democrat, and was for a time editor of the *Democratic Review*, in 1846. He married a daughter of Philip R. Fay, who, in the early part of the present century was one of the most prominent citizens of New York. He was a merchant, and when residing in Paris, allowed the United States exchange to be used for the transmission of letters from the Count de Survilliers (Joseph Bonaparte) to his wife, at Bordentown, New Jersey. Fay was arrested and imprisoned for this, but was released on the demand of the French Government. He was a friend of Aaron Burr, and was with him in Mexico. He died in 1846. It was at his house in Paris that Joseph Bonaparte received the intelligence of the battle of Waterloo. Fay was born in Boston, but left it early in life. He was a great admirer of the Duke of Wellington, and was present at the battle of Waterloo, as a volunteer aid to the Duke. He was also present at the battle of New Orleans, as a volunteer officer by which he was placed on the list of persons entitled to land warrants. He was also entitled to 160 acres of land in Illinois, but never applied for it. He settled in Paris, and died there. He was a contributor to the *Democratic Review*, and was the author of the article entitled 'Atlantic Tales,' being one of the best of the kind that I have ever read. The author of the Man With the Bomb very much resembles the style of this article, and I think has appended an explanatory note. He says the story was written with the purpose of strengthening the hands of the country at the time of Catiline's dangerous conspiracy. Under color of a pretended love of liberty this conduct was similar to that which Philip Nolan's friends pursued. It has several times been charged that Philip Nolan's enterprise was encouraged by persons in authority. He has several letters, however, from several parts of the United States relative to the affair. One old gentleman in this State to whom Nolan's sister went in search of her brother, says that Nolan was not married at all, but was killed in Texas. Fragments of his papers and letters, and relics of his property, are still in existence. The gentleman writes that Philip Nolan did not die at sea, but was killed in Texas. Fragments

The Daily Oregonian.

CITY.

Money Market.

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Alone

He came! he left. He lit up the dark
And though he said they were still a
We guess I am not quite sure
I saw him turn his head as he

And he left a [illegible]
Pictures on the dim floor
Indeed I am sure he
That I will ever see all he's done all

The [illegible] I cannot tell,
Why I feel [illegible] home
Like [illegible] I feel that
Some angel [illegible] and I

Yet though the shadows will wane [illegible]
I will [illegible] in out the [illegible]
I could [illegible] face again
But [illegible] time though the day won't [illegible]

Night came. He'd went. His face will [illegible]
Rings in my ears. I will [illegible] last
My heart's desire ordeal is [illegible]
Beneath the stars I stand alone.

The Pacific Railroad.

[Correspondence of the Springfield *Republican*.]

SAN FRANCISCO, August 21, 1865. To feel the importance of the Pacific Railroad, to measure the urgency of its early completion to become impatient with Government and contractor at every delay in the work, you must come across the plains and the mountains to the Pacific coast. Then you will see half a continent waiting for the vivifying influences. You will witness a boundless agriculture, fickle and limitating for lack of the regular markets this would give. You will find mineral wealth immeasurable locked up, wasted by wicked or gambled away until it shall open to it abundant labor, cheap and [illegible] wood, water, access, ready overnight at hand. I predict that everything that shall make mining a certainty and not a chance. You will find the world's commerce with India and China eagerly awaiting its opportunities. You will see an illimitable field for manufactures, unimproved for want of its stimulus and its advantages. You will feel heart-breaking [illegible] mortals struggling slowly upward against odds, know that religion languishes, feel, and know that all the sweetest and finest influences and elements of society and Christian civilization hunger and suffer for the lack of this quick contact with the parent and fountain of all our material life.

It is touching to remember that between Platte and Pacific in country and coast, in the Columbia on the Colorado, through all our long journey the first question asked of us by every man and woman we have met—whether they be rich or poor high or humble—has been, "When do you think the Pacific Railroad will be done?" "Why don't or won't the Government now the war is over, put the soldiers to building this road—and their parting appeal and injunction—"Well, do build the Pacific road for us as soon as possible we wait, everything waits for that." Tender eyed women, hard-fisted men—pioneers, missionaries, the martyrs and the successful all alike feel and speak this sentiment. It is the hunger the prayer, the hope of all these people. Hunger, and prayer, and hope for home and where home can bring them, in cheapest and ready passage to and from, of re union with parent, and brother and sister and friend, of sight of old valley, and mountain, and wood of social influence of esthetic elevation, of worldly stimulus and prosperity. "Home," they all here call the East. It is a touching and pathetic, though almost unconscious tribute. Such an one "is going home next spring." I hope to go home another year." "When I was home last," "I have never been home since I came out," "I am afraid I shall never go home again"—these and kindred phrases are the current forms of speech. Home is not here, but there. The thought of home is ever rolled, like a sweet morsel under the tongues of their souls. Here be large appeals both to the sympathy and foresight of the Eastern States. Here be present bond of union and means for perpetuating it. To build the railroad, and freshen recollection and renew association of the original emigrants, and to bind by travel and contact the children here with the homes and lives and loves of their parents there; this is the cheapest, surest and sweetest way to preserve our nationality and continue the republic a unit from ocean to ocean. A sad and severe trial will ensue to the Union if a generation grows up here that "knows not Joseph." The centrifugal forces will ever be in full action between the far-separated Eastern and Western sections of the nation. First among the centripetal powers is the Pacific Railroad, and every year of its delay increases ten fold its burden, and weakens in equal degree the influences here by which it shall operate.

What is doing to supply this great want of Pacific progress and civilization and national unity? What are the possibilities and probabilities of the great continental railway? are what you will wish to know from me. Our journey has lain along its most natural commercial route, we started from its eastern terminus on the Missouri border—we kept in the main line of population and travel, which it is desirable for it to follow; we finished our ride upon its beginnings at this end, and we have every where had the subject forced upon our thought, and made it constant study. Many of the obstacles to the great work grow feeble in travel over its line. Want of timber, of water, of coal for fuel, the steep grades and high [illegible] cents of the two great continental ranges of mountains to be crossed, the Rocky and the Sierras, and the snows they will accumulate upon the track in the winter months—these are the exaggerated and apparent difficulties to the building and operating of the Pacific Railroad. There is plenty of good timber in the mountains, and the soft cottonwood of the Plains can be kyanized (hardened by a chemical process) so as to make sound sleepers and ties. There are sections of many miles even perhaps of two hundred, over which the timber will have to be hauled, but the road itself can do this as it progresses—taking along over the track built to day the timber and rails for that to be built to morrow. As to water, artesian wells are sure to find it in the vacant desert stretches, which are neither so long nor so barren of possible water as has been supposed. The final question is perhaps more difficult to solve as yet. The Sierras will furnish wood in abundance, and cheaply, for all the Western end—we know there is coal in the Rocky Mountains, and we were told almost everywhere over the entire line that it had been or could undoubtedly be found in Kansas, or the Plains among the hills of the deserts. But suppose the supplies of fuel for steam have to be carried over a few hundred miles of the road, east and west from the Sierras and the Rocky Mountains; that is not so hard a matter—certainly nothing to daunt or hesitate the enterprise. We shall soon learn, too, to make steam from petroleum; and that is easily transported for long distances; besides which, petroleum are finding it everywhere from Missouri to the Pacific. Build the road, and the interior of the country will speedily find the means for running it.

Now, as to difficulties of construction, heavy grades and high mountains, and the winter snows as obstacles to continuous use.

The first third of the line, from the Missouri river to the Rocky Mountains is mere baby work. Three hundred men will grade it as fast as the iron can be laid. It is a level, natural roadway with very little bridging, and no want of water. It is a shame all this section is not finished and running already. The first of January, 1867, ought now to be the limit for its completion. From here to Salt Lake over the Rocky Mountains, there are apparently no greater obstacles to be overcome than your Western road from Springfield to Albany, the Erie and the Pennsylvania Central have triumphed and profitably surmounted. There are various contesting routes mentioned by the North Platte and the South Pass; by the South Platte and Bridger's Pass, which is the route we traveled on the stage or more direct still from Denver through the present gold mining region of Colorado; by Platte creek and over the Berthoud Pass or again by a kindred route to the east up Bowider creek and over Bowider Pass, both these by entering the Middle Park of the mountains and through that to the head waters of the Salt Lake Basin. The Berthoud and Bowider Pass routes would probably involve higher grades and more rock cutting and tunneling than the other way, but they would pass the ugliest rocky country in riding the descents of the north and save at least one hundred miles of distance. A new road for the Overland stages in this way is now being cut through the Bowider creek route by the help of the United States soldiers from Utah and the stage line is expected to be transferred to this Pass next spring. But by the Bridger or South Pass route the rails and cars can mount the easiest slopes of the Rocky Mountains with the greatest ease. Our stage teams trotted up the hardly perceptible grade by the latter route without any effort. Coming down into Salt Lake Valley the road did not require a brake, there are several considerable mountains valley whose banks to track could be brought down more with greater labor or expense than [illegible] been required on a [illegible] rail mile.

From Salt Lake to the Sierra Nevada are two routes—one by the right the center of Nevada and striking Austin and Virginia City the centers of the richest mining region with it has the travel stage and telegraph route—and northerly by the Humboldt river. The former will pass more directly through the most present and populous, but it would encounter a second fifteen ranges of hills to be crossed, and find little wood and water. The Humboldt route would be more cheaply built and the whole naturally better country as to wood water and fertility as well. It is generally conceded by the iron and rail roadmen here as the contempt. The [illegible] has always taken it. If the rail [illegible] through Virginia City and Austin will be reached by branch dropping down to them through their neighboring valleys.

Now we reach the California border and the roughest part of the work of the railroad. The high reaching, far spreading rock fastnesses and snow covered Sierra Nevadas. But the difficulties here are mitigated by plenty of water and timber and by the near presence of an energetic population and are already being practically overcome by the energy and perseverance of the California Pacific railroad organization. I only wish the East would get to Salt Lake with their rail as soon as the West and it will with them. It is not gratifying to East or Pacific indeed to see how much more California with its wealth capital its [illegible] is doing to solve the great practical problem of the continental railway than your all uniting wealth and teeming population of the East with a great net work of rails radiating from the Atlantic all reaching and pressing forward on an [illegible] west to the Pacific coast. Let me say the expenditure of the work of one half of the [illegible] time.

Congress has given generous bounties to the enterprise, all that will be expected everything that was asked. Two connecting bonds are issued to the amount of $16,000 a mile through the plains at U$48,000 a mile in the mountains [illegible] side which, half of all the land each side of the road for twenty miles deep and [illegible] alternate sections along the work. The Union Pacific Railroad Company recognize that the East, and the Central Pacific Railroad Company have as nothing; their bounty and are respectively asked to construct the roads to their [illegible] and until they must. The companies are further authorized to issue their own bonds to an equal amount to those granted by the Government, and secure them by a first mortgage to the Government loan taking the second place in security.

The Indians of supplying the populations of Colorado, Utah and Montana at least 100,000 persons against the yearly construction of the road from the East. This business for 1865 is estimated at forty million pounds, and for 1866 at two hundred millions, and employed last year 9,000 wagons, 50,000 cattle, 5,000 horses and mules and 10,000 men as drivers, herders and guards, and the sum paid for freight in the former year is estimated [illegible] enough to build the railroad the entire transcontinental cost of $10,000 to the mile. And during the months of May and June, the year we visited, with the emigrants and the freight trains, there passed west over the Platte full 10,000 loaded and 15,000 to 60,000 head of stock according to data furnished from Fort Laramie and the junction of the overland routes on the Platte river. The shipment of supplies for the United States troops in the Plains and in the mountains thereon is almost as much exclusive million pounds. All these stocks to many of us particularly interesting, but they have a substantial basis of fact and with such vehement rush gulfs at the Government makes and with such large railway interest behind to be benefitted by further extension of lines to the west that we will seem to justify us to demand a rapid construction of the road out from the Missouri river especially when [illegible] the first five hundred miles of that road through the richest part of the work of the road the high reaching, far spreading rock fastnesses and snow covered Sierra Nevadas. But the difficulties here are mitigated by plenty of water and timber and by the near presence of an energetic population and are already being practically overcome by the energy and perseverance of the California Pacific railroad organization. I only wish the East would get to Salt Lake with their rail as soon as the West and it will with them. It is not gratifying to East or Pacific indeed to see how much more California with its wealth capital its [illegible] is doing to solve the great practical problem of the continental railway than your all uniting wealth and teeming population of the East with a great net work of rails radiating from the Atlantic all reaching and pressing forward on an [illegible] west to the Pacific coast. Let me say the expenditure of the work of one half of the [illegible] time.

Our party made a very profitable [illegible] excursion over the roofs of the coast range to Nevada to Donner Lake on the east end of the mountains by special train and reaches and along the working sections on it reached [illegible] gorges and find and [illegible] the [illegible] to the mountain crest [illegible] Donner Lake [illegible] which is [illegible] Donner Lake [illegible] Donner Lake [illegible] Donner Lake